

10 d. Response to Comments (06-17-10, 06-18-10, and 10-19-10)



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**TECHNICAL MEMORANDUM**

**To:** Eric Riel  
Planning Director  
City of Coral Gables  
2800 SW 72<sup>nd</sup> Avenue  
Miami, Florida 33155

**From:** Richard Garcia, P.E.  
Richard Garcia & Associates, Inc.  
13117 NW 107<sup>th</sup> Avenue, Unit 4  
Hialeah Gardens, Florida 33018

**Date:** June 21, 2010

**SUBJECT: Somerset UBC Traffic Impact Study Comments**

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We are hereby providing this Technical Memorandum in an effort to address the traffic related comments dated on June 17, 2010 for the proposed Somerset Coral Gables UBC Campus (K-8). To that end, we have addressed the traffic comments and enumerated them consistent with your items as follows:

- **Response to Comment 1 (d):** As documented in the Accumulation Assessment Report, dated March 25, 2010, we have recommended two (2) alternatives for the buses (vans) drop-off. These alternatives are a bus drop-off area on Anastasia Avenue or Segovia Street and were based on the roadway configuration and in the best interest of the motoring public. However, other alternatives include either Cardena Street, Riviera Drive or University Court since these arterials are adjacent to the subject property and provide sufficient space for the projected bus accumulation.

Please note the proposed drop-off area on Anastasia Avenue will be restricted for buses or vans use only and will be supervised by school personnel during the student's arrivals and dismissals periods. Furthermore, students using buses and vans will access on the right, which will not cause any conflicts with the traffic on Anastasia Avenue.

- **Response to Comment 1 (e):** Based on our Accumulation Assessment Report dated March 25, 2010, the subject project is providing sufficient stacking spaces to accommodate the projected vehicle demand within the site. Please note this assessment was performed consistent with the number of students (735) analyzed in the Traffic Impact Study and consistent with the Miami-Dade County Public Works Department surrogate school method. Lastly, the City of Coral Gables Public Works Department did not provide any comments for Accumulation Assessment Report during the DRC meeting. The attachment provided herewith contains the Accumulation Assessment Report previously submitted.

Moreover, we do not agree with the elimination of the existing on-street parking spaces. These parking spaces are within the public right of way and the removal will not benefit the public.

Regarding neighborhood parking intrusion, a related signage plan to address this concern is included in CIVICA's DRC response drawings, sheet T-3.

- **Response to Comment 1 (h):** See CIVICA's response, sheet T-2, for information regarding proposed school zone signage.
- **Response to Comment 2 (a):** Please note that Appendix B of the Traffic Impact Study dated June 3, 2010 contains the surrogate school data and information. Additionally, the Accumulation Assessment Report dated March 25, 2010 includes the data collected and other information related to the surrogate school. All data collected and utilized has been provided (i.e. school name, location, enrollment, etc.).

Our traffic study was performed consistent with the Traffic Study Methodology dated May 18, 2010. This methodology was discussed with and approved by the City's Engineering Division Supervisor during the scoping phase.

**Response to Comment 2 (b):** As previously mentioned, our traffic study was performed consistent with the Traffic Study Methodology dated May 18, 2010. This methodology was discussed with and approved by the City's Engineering Division Supervisor during the scoping phase. Please note that no special events analyses were requested by the City during the traffic methodology meeting held on May 18, 2010. Therefore, none was performed. Further, please refer to page 15 of CIVICA's written DRC responses, item O (ii), re: special events.

The attachment provided herewith includes a traffic (parking) management plan.

- **Response to Comment 2 (c):** As mentioned above, the Accumulation Assessment Report dated March 25, 2010 includes the requested analysis. Again, no special events analyses were requested by the City during the traffic methodology meeting held on May 18, 2010.
- **Response to Comment 2 (d):** Our study provides recommendations regarding the installation of raised landscaped medians as requested by the City. No other improvements are required based on the findings in our study.

In conclusion, the subject project will not pose a negative traffic impact on the adjacent roadways since the Level of Service (LOS) yielded C or better for all analyzed intersections under all design alternatives. Lastly, the subject project will have sufficient stacking to accommodate the projected vehicle demand within the site and therefore, no additional improvements are recommended.



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**ATTACHMENT**

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## CITY OF CORAL GABLES

### - MEMORANDUM -

**TO:** Manuel Lopez, DRC Chairman  
John Abbott, DRC Secretary

**DATE:** June 17, 2010

(via email and interoffice mail)

**FROM:** Eric Riel, Jr.  
Planning Director

**SUBJECT:**  
Planning Department Comments  
regarding Somerset, May 2010  
Development Review Committee  
Response to Comments (received by  
the Department on June 11, 2010)

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The Planning Department has conducted its review of the following:

1. Response to comments provided by Somerset Academy (received by the Planning Department on June 11, 2010).
2. Somerset Coral Gables UBC Campus (PK-8) Traffic Impact Study (dated June 3, 2010 and received by the Planning Department on June 14, 2010)

The Department based upon the review of the above submitted documents provides the following comments and/or requests for additional information:

1. Response to comments provided by Somerset Academy (received by the Planning Department on June 11, 2010).
  - a. As previously identified in the Departments comments on May 7, 2010 and City Attorney Memorandum of April 13, 2010, the Department requests submission of applications for Change in Land Use, Conditional Use and Site Plan Review.
  - b. The Department inquired as to where athletic programs, recreational activities, etc would be conducted. Response provided indicates "off-site." Please identify all athletic programs, recreational activities that will be a function of the school and identify the location these "offsite" activities will occur.
  - c. The application does not provide any information related to special events. Please identify proposed special events and provide the type of events, frequency, date/time and duration of events and expected capacity.
  - d. At the DRC meeting, it was the Department understanding that all activities related to student drop-off and pick up would be entirely self contained within the site. The current plan indicates a drop off area on Anastasia Avenue. The Department does not support offsite drop-off areas. The Department is of the opinion that pedestrian circulation (namely children) to and from the school should entirely occur within the controlled boundaries of the facility. Concern arises relative to potential conflicts with children and vehicular traffic on Anastasia Avenue. Anastasia Avenue operates as at traffic volumes higher than surrounding roads due to being the primary access point west to the Biltmore Hotel via connection LeJeune Road. In addition, Anastasia Avenue is also a Miami-Dade bus route.

- e. The proposal to accommodate 675 additional students on-site shall increase vehicular traffic and pedestrian circulation to the site. The backing of vehicles and associated vehicular movements into the adjoining right-of-ways creates further opportunities for conflicts with pedestrians and pass-through traffic. If spaces are available on-street, the spaces will be utilized no matter what regulations, prohibitions are put into place. Of utmost concern is the safety of pedestrians and children. Significant liability issues arise by allowing the previous nonconforming practice of on-street parking with the increase in activity to the facility. Based upon this, the Department recommends the elimination of all existing off-site/on-street parking, thereby removing any asphalt or other parking surfaces, sodding of the areas and placement of "No parking signs" around the entire perimeter of the property. Further evaluation is necessary to determine the need of additional signage within adjacent roadways to prevent neighborhood parking intrusion. The Department suggest further examination and study by the Parking Department and Public Works Department.
  - f. In conjunction with above item "e", the Zoning Code requires the placement of on-street landscaping if certain thresholds are exceeded. Please advise if such threshold will be exceeded based upon improvements. If so, satisfaction of the on-street landscaping is required.
  - g. To further assist in ensuring the safety of children, the Department recommends the placement of fencing or other barriers (in addition to the current planting hedge) around the entire student drop-off and pick-up area (perimeter parking area). This will direct, contain and manage pedestrian movements to specific locations within this area and alleviate potential pedestrian conflict both on and off site. Further research should be completed to ascertain if vehicular gates or barriers should be placed to assist as well.
  - h. Will a school zone be requested? If so which roadway is contemplated?
2. Somerset Coral Gables UBC Campus (PK-8) Traffic Impact Study (dated June 3, 2010 and Received by the Planning Department on June 14, 2010)
- a. The study indicates on page 4 that "the actual data was obtained from a surrogate school, Doral Academy Elementary." Please provide the traffic data for this school, student enrollment and any associated site plans, etc. in order that the City may evaluate those findings and conclusions in comparison to this facility. The study does not provide identification of the potential traffic impacts related to offsite athletic programs, offsite recreational activities nor special events.
  - b. Provide traffic generation rates related to all special events proposed for the facility. Likewise, provide traffic and parking management plan that is consistent with the requested information of above item (1) (c). During the DRC meeting, it was mentioned that some type of traffic management would be included. The traffic study provides no indication of these measures.
  - c. Provide a traffic and vehicular stacking analysis consistent with the proposed staggered student drop off and pick up. Likewise, provide the same for special events.
  - d. The traffic study provides no recommendations for improvements based upon the conclusions derived. Please advise.

At which time City review is concluded, the Department suggests the below listed limitation/restrictions be provided.

1. Restrictive Covenant. Restrictive Covenant should be filed within 30 days of approvals necessary from the City. The property owner, its successors or assigns shall submit to the City Attorney for review and approval of a Restrictive Covenant outlining all

conditions of approval required by the City Commission. The draft Restrictive Covenant should be provided within the specified time frame otherwise applicable approvals should be voided.

2. Limitation as to use as an elementary school from K-eighth grade and well as limitation of student enrollment. An annual report on student enrollment should be filed with the City via an affidavit within 30 days of the first day of the applicable school year. This affidavit should identify and attest to the number of students enrolled for the academic school year in total and by grade.
3. Lighting. Lighting, lighting fixtures/standards or light poles, etc. shall be prohibited on the property. Required low level safety and/or emergency lighting shall be exempt from these provisions.
4. Hours of use. There should be limitation of school activities and events during evening hours and/or weekends.
5. Vehicle access. Limitations to vehicular access during drop-off and pick-up should be prohibited to/from Riviera Drive.
6. On street vehicle parking. Temporary and permanent parking shall be prohibited on all adjoining rights-of-ways. Further study is necessary for surrounding adjacent residential properties to prohibit facility parking into the adjoining neighborhood. Where not currently posted, the appropriate City signage shall be installed as required and determined by the Public Works and Parking Director. The applicant shall be responsible for all costs associated with the installation of the signage.
7. Traffic circulation and parking improvements and limitations should be placed to manage on-and-offsite impacts from the school operations. This could include off-duty police officers during peak morning and afternoon periods to direct traffic on and off of campus, subject to review and approval by the Chief of Police or designated representative.
8. Supplemental landscape should be installed within the adjoining right-of-ways per the Zoning Code.
9. Facility (church and school) public information liaison/point of contact. A specific point of contact person of the facility shall be selected to serve as the single point of contact for the neighborhood, surrounding properties and public inquiries.
10. Amplified speakers. No fixed outside amplified speaker or similar amplification equipment shall be permitted.
11. Any traffic improvements should be quantified.
12. All visitors, parents and attendees of special events shall be required to park in the facility parking lot.

cc: DRC Members:

- Carlos Mindreau, City Architect
- Martha Salazar-Blanco, Zoning Administrator
- Sebrina Brown, Concurrency Administrator
- Jesse Medina, Police
- Robert Lowman, Fire
- Lina Hickman, Public Works
- Dan Keys, Public Service
- Kara Kautz, Historical Resources
- Kevin Kinney, Parking

Elizabeth Hernandez, City Attorney  
Maria A. Menendez, Asst. City Manager  
Ernesto Pino, Public Works  
Jim Kay, Public Works  
Walter Carlson, Planning  
DRC Project File

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**TECHNICAL MEMORANDUM**

**To:** Ernesto R. Pino, R.A.  
Interim Public Works Director  
City of Coral Gables  
2800 SW 72<sup>nd</sup> Avenue  
Miami, Florida 33155

**From:** Richard Garcia, P.E.  
Richard Garcia & Associates, Inc.  
13117 NW 107<sup>th</sup> Avenue, Unit 4  
Hialeah Gardens, Florida 33018

**Date:** June 22, 2010

**SUBJECT: Somerset UBC Traffic Impact Study Comments**

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We are hereby providing this Technical Memorandum in an effort to address the traffic related comments dated on June 18, 2010 for the proposed Somerset Coral Gables UBC Campus (K-8). To that end, we have addressed the traffic comments and enumerated them consistent with your items as follows:

- **Response to Comment 1:** It is evident the reviewer did not receive the entire package of the DRC submittal since this submittal includes the Accumulation Assessment Report, which provides a vehicle accumulation analysis and on-site circulation during the arrivals and dismissals of students. Based on our Accumulation Assessment Report dated March 25, 2010, the subject project is providing sufficient stacking spaces to accommodate the projected vehicle demand within the site. Table 1 on Page 9 of the Accumulation Assessment Report depicts a description of the proposed zones for vehicle stacking and the amount of vehicles that can be accommodated. Moreover, Tables 2 and 3 (Page 10 and 11, respectively) summarizes the accumulation assessment results for each arrival and dismissal.

Please note this assessment was performed consistent with the number of students (735) analyzed in the Traffic Impact Study and consistent with the Miami-Dade County Public Works Department surrogate school method. The attachment provided herewith contains the Accumulation Assessment Report previously submitted and the Traffic / Parking Management Plan.

- **Response to Comment 2:** Measures will be taken to ensure students are entering and exiting the school facilities in a safe and efficient manner. The client will work with City staff to implement the appropriate clause in the "Parent Contract".
- **Response to Comment 3:** As previously mentioned, our traffic study was performed

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consistent with the Traffic Study Methodology dated May 18, 2010. This methodology was discussed with and approved by the City's Engineering Division Supervisor during the scoping phase. Please note that no special events analyses were requested by the City during the traffic methodology meeting held on May 18, 2010. Therefore, none was performed. Further, please refer to page 15 of CIVICA's written DRC responses, item O (ii), re: special events.

- **Response to Comment 4:** Please note that Appendix B of the Traffic Impact Study dated June 3, 2010 contains the surrogate school data and information. Additionally, the Accumulation Assessment Report dated March 25, 2010 includes the data collected and other information related to the surrogate school. All data collected and utilized has been provided (i.e. school name, location, enrollment, etc.). However, there is no study for the surrogate school, there is data collection and that was provided. Again, this is the adopted methodology utilized by Miami-Dade County for schools and was discussed and agreed to by City staff.

Our traffic study was performed consistent with the Traffic Study Methodology dated May 18, 2010. This methodology was discussed with and approved by the City's Engineering Division Supervisor during the scoping phase.

- **Response to Comment 5:** We do not agree with the elimination of the existing on-street parking spaces. These parking spaces are within the public right of way and the removal will not benefit the public. There is no evidence of a "Safety Analysis" to support a potential conflict between on-street parking and students.
- **Response to Comment 6:** We agree the Level of Service (LOS) is C with and without the City's proposed median and bikeway for the existing and proposed school condition.



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**ATTACHMENT**

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Received  
JUN 18 2010

CITY OF CORAL GABLES

City Attorneys Office

-MEMORANDUM-

TO: JOHN ABBOTT  
DRC SECRETARY

DATE: JUNE 18, 2010

*near  
& remarks*

FROM: ERNESTO R. PINO, R.A.   
INTERIM PUBLIC WORKS DIRECTOR

SUBJECT: PUBLIC WORKS  
COMMENTS REGARDING SOMERSET  
ACADEMY DRC RESPONSE

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The Public Works Department has conducted a review of the site plan and traffic study provided by Somerset Academy (Applicant) at the UBC campus. The Department offers the following comments with regard to its review:

1. There is not sufficient information in the traffic study provided by Richard Garcia and Associates, Inc. to demonstrate that vehicle stacking will not extend beyond the UBC property on Cardena Street and Riviera Drive. The site plan indicates only one lane of internal traffic movement that will circulate the parking lot for pick-up and drop-off of students. Internal vehicular stacking needs further investigation and an on-site management plan for vehicle stacking needs to be developed.
2. Measures need to be developed to prevent students from exiting or entering the property for pick-up and/or drop-off. The Applicant has represented that pedestrian/student circulation would occur entirely within the boundaries of the school property. It is suggested that an appropriate clause be included in a "Parent Contract" to be developed by Applicant.
3. The handling of special events is not mentioned in documents submitted by the Applicant. A contingency plan should be developed for this purpose.
4. The traffic study refers to trip generation characteristics being developed using actual data from a surrogate school, Doral Academy Elementary. The Applicant should submit a copy of the report for Doral Academy to the City in order to verify the reported similar characteristics.
5. Off-site diagonal parking surrounding the school should be prohibited. In fact, vehicular parking on the street of any kind presents a potential conflict between traffic movements and students on foot. It is further recommended that a fence be provided at the perimeter of the site to ensure that this conflict is kept to a minimum.
6. It is noted that the traffic study indicated that the proposed school was evaluated for existing and future levels of service both *with* the proposed median and bikeway improvements on Segovia Street and *without* the proposed median and bikeway improvements on Segovia Street. In both cases, the levels of service yielded acceptable results, i.e. LOS C or better.

C: DRC Members:

- Manuel Lopez, DRC Chairman

- Martha Salazar-Blanco, Zoning Administrator
- Carlos Mindreau, City Architect
- Sabrina Brown, Concurrency Administrator
- Jesse Medina, Police
- Robert Lowman, Fire
- Tina Hickman, Public Works
- Dan Keys, Public Service
- Kara Kautz, Historical Resources
- Kevin Kenny, Parking
- Elizabeth Hernandez, City Attorney
- Maria A. Menendez, Asst City Manager
- Jim Kay, Public Works
- Walter Carlson, Planning Dept.

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**TECHNICAL MEMORANDUM**

**To:** Eric Riel  
Planning Director  
City of Coral Gables  
2800 SW 72<sup>nd</sup> Avenue  
Miami, Florida 33155

**From:** Richard Garcia, P.E.  
Richard Garcia & Associates, Inc.  
13117 NW 107<sup>th</sup> Avenue, Unit 4  
Hialeah Gardens, Florida 33018

**Date:** June 21, 2010

**SUBJECT: Somerset UBC Traffic Impact Study Comments**

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- **Response to Comment 1 (d):** As documented in the Accumulation Assessment Report, dated March 25, 2010, we have recommended two (2) alternatives for the buses (vans) drop-off. These alternatives are a bus drop-off area on Anastasia Avenue or Segovia Street and were based on the roadway configuration and in the best interest of the motoring public. However, other alternatives include either Cardena Street, Riviera Drive or University Court since these arterials are adjacent to the subject property and provide sufficient space for the projected bus accumulation.

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Moreover, we do not agree with the elimination of the existing on-street parking spaces. These parking spaces are within the public right of way and the removal will not benefit the public.

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- **Response to Comment 2 (a):** Please note that Appendix B of the Traffic Impact Study dated June 3, 2010 contains the surrogate school data and information. Additionally, the Accumulation Assessment Report dated March 25, 2010 includes the data collected and other information related to the surrogate school. All data collected and utilized has been provided (i.e. school name, location, enrollment, etc.).

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**TECHNICAL MEMORANDUM**

**To:** Ernesto R. Pino, R.A.  
Interim Public Works Director  
City of Coral Gables  
2800 SW 72<sup>nd</sup> Avenue  
Miami, Florida 33155

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13117 NW 107<sup>th</sup> Avenue, Unit 4  
Hialeah Gardens, Florida 33018

**Date:** June 22, 2010

**SUBJECT: Somerset UBC Traffic Impact Study Comments**

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- **Response to Comment 6:** We agree the Level of Service (LOS) is C with and without the City's proposed median and bikeway for the existing and proposed school condition.

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## TECHNICAL MEMORANDUM

**To:** Glen Kephart  
Public Works Department  
City of Coral Gables  
2800 SW 72 Avenue, Bldg #6  
Miami, Florida 33155

**From:** Richard Garcia, P.E.  
Richard Garcia & Associates, Inc.  
13117 NW 107th Avenue, Unit 4  
Hialeah Gardens, Florida 33018  
Phone (305) 595-7505  
Fax (305) 675-6474

**Date:** October 20<sup>th</sup>, 2010

**SUBJECT: Additional School Data and Analysis for Somerset C.G. UBC Campus Traffic Study**

In response to your request for additional data regarding the subject school during our meeting held on October 19<sup>th</sup>, 2010, we are providing you herewith the additional data and analysis for your review and consideration. I hope this addresses your concerns; however, should you need additional information or wish to discuss this further, please feel free to contact me at the numbers above.

- We have reviewed the St. Thomas Episcopal Parish School Pick-up/Drop-off Evaluation performed by David Plummer & Associates dated January 25, 2007 (copy attached). The analysis indicates 267 students of the 424 students are being dismissed in grades 1 through 5 at 3:15 PM. This resulted in a maximum queue at 3:15 PM and was stated that "Queue spillback to Kendall Drive", this event no longer existed by 3:20 PM and minimal activity was identified by 3:25; that is 10 minutes after the assigned pick-up time.
- When we evaluated the available site stacking, since it was not explicitly provided in the document, we found that with a single lane of stacking the site could stack 19 vehicles (11 adjacent to 90 degree parking and 8 in drop-off area). If a double stacking is allowed, as described in the analysis, then the maximum stacking would be 30 vehicles. Lastly, if each of the arrows on Exhibit 2 represents a vehicles then they are indicating (graphically) 28 vehicles of stacking.
- This project is similar in size and magnitude to the subject school. In fact, the results of the operational analysis (processing & stacking) yield similar results. Our analysis is expecting a maximum queue of 31 vehicles for a dismissal of 245 students where their operation is obtaining between 28 and 30 vehicles of queue for 267 students being dismissed.



In addition to the above analysis we have revised Table A2 which provides the AM Trip Generation in 15-minute intervals for 3 Arrivals; the previous was performed with two arrivals. As a result the greatest 15- minute interval resulted in 61 vehicles exiting the site. That is approximately 4 vehicles per minute. Since the previous LOS (Level of Service) resulted in LOS A, revision to that analysis was not needed. However, we did evaluate the processing rates of several other schools based on actual vehicles dropping off their children.

The table below indicates the average of 5 schools surveyed resulted in 79 vehicles exiting the site. This is approximately 23 percent less than the 61 vehicles we will have during the peak 15-minutes. Additionally, all of the schools surveyed had at least one 15-minute interval that exceeded the peak capacity of 61 vehicles. In other words, none of the schools had a deficiency of being able to process 61 vehicles in 15-minutes. As I indicated in our meeting yesterday, this is not the limiting factor.

Somerset Silver Palms	28	61	129	257	62	107
Mater Gardens Academy	108	48	31	94	133	83
Doral Academy -Previously Provided	27	42	61	90	104	65
Somerset Academy	9	36	80	104	105	67
Pinesrest Prep	13	72	97	143	48	75

In conclusion, the analysis we have provided for the subject school is based on a conservative approach and yields results that are likely to be worse than expected. In addition, the school operator is willing to put forth various safeguards to protect the safety of the children and the surrounding neighborhood